Correspondence Concerning Far East American Recon Activity 1952/1953

10/4/98 REDACTED IAW McCAIN BILL (b)(3)

[TFR 190-1]

TO THE CHIEF OF THE GENERAL STAFF OF THE SOVIET ARMY

GENERAL OF THE ARMY, COMRADE SHTEMENKO

I am reporting:

On 26 December of this year, at 1415 hours, two MiG-15 aircraft of the 303rd IAD, 54th VA, made contact with an American aircraft, type B-29, and fought with it in a short air battle.

From preliminary reports, it has been established: 2 MiG-15 aircraft of the 523rd RIAP, 303rd IAD, pilots Captain SHAKHAEV and Senior Lieutenant KOTOV, flying in the area of Goluboj Utes (40 kilometers south of Kraskino) saw the gas inversion trail of an aircraft at an altitude of 7000 meters and then, an unidentified aircraft itself. During approach, the unidentified aircraft, which turned out to be an American B-29 aircraft opened fire on our fighters. Then in turn, our fighters returned fire. The pilots saw smoke on the right surface of the American aircraft, which sharply descended and departed in the direction of the sea.

At 1417 hours, on orders from the GPU and N IA, the pilots returned to Knevichi Airfield.

The commander of the 54th Air Army was directed to personally conduct a detailed investigation of the area.

I will further report the results of the investigation.

KOSTYLEV

[TFR 190-2]

to where and to whom MINISTRY OF STATE SECURITY OF THE USSR

for notes and
instructions

13 June of this year, at 1705 hours local time, a radio-technical station of the anti-air defense of the 5th Navy fixed on an American aircraft 22 kilometers to the south of the Bay of Valentin (Primorsk Kray).

Two MiG-15 aircraft of the 165th Air Division of the Naval VVS, stationed at Una[shi?] Airfield, were scrambled. According to targeting by the main station for target control of fighter aviation for Naval PVO, at approximately 1733 hours, south of Cape Ostrovnoj, on the border of our waters and at an altitude of 1500 meters, those aircraft met with the B-29 American aircraft. On the MiG-15s approach, the American aircraft was first to open fire, after which the MiG-15s attacked the B-29 and shot it down. At 1735 hours, the burning B-29 crashed into the sea.

The aircraft's crash is confirmed by photographs taken from the MiG-15s and by questioning the pilots. One of the MiG-15s has a 12.7 mm bullet hole and a hole made by a fragment from the downed American aircraft.

The MiG-15 pilots were: Deputy Commander of the 1st Air Squadron, 781st Regiment, 165th Air Division, Captain Fedotov, Oleg Petrovich, born 1919, member of the VKP(b), Russian; and senior pilot from the same squadron, Senior Lieutenant Proskurin, Ivan Petrovich, born 1923, non-party member,

Russian.

MOSKOVENKO

[TFR 190-3]

[unintelligible signature] to the Commander V O P L.

I am reporting information received from the Chief of Staff of DVVO, Lieutenant General ZHDANOV:

1. At 1535 hours, SNiS [observation and communication service] post No. 360 observed the crash of a burning aircraft type B-29 in the area 3 kilometers southeast of Yuri Island, coordinates: latitude 43 degrees 25 minutes, longitude 146 degrees 8 minutes.

Upon impact of the aircraft with the water, two large explosions were observed. Border troops rode out on a cutter to the B-29's crash site. They observed various wooden fragments and the headless body of a crewmember in a parachute. A flight map of Hokkaido Island and islands of the southern part of the Kuril chain and other documents were found on the body.

The Chief of Staff of VOPL DV, Colonel MAKHUN, and the Deputy Chief of Staff of the 12th PRVO, Colonel ANTONOV, flew to the area to determine the facts.

2. From 0900 to 1210 hours, 8 October of this year, F-84 type American aircraft are conducting active flights, in groups of up to 10 aircraft, with speeds of up to 800 kilometers per hour, along our border in the area of islands of the Malaya Kurilskaya Gryada [Habomai Islands]. In addition, at 1134 hours, one F-84 raced at high speed to the B-29 aircraft crash site and then departed in the direction of its territory.

The F-84 violator aircraft was not able to be intercepted due to the large difference in speeds between the LA-11 and the F-84.

3. Our fighters constantly patrol the air in groups of 4 LA-11s from the Yuzhno-Kurilsk Airfield and, in addition, MiG-15s from the Burevestnik Airfield have been put on readiness condition No. 1 and are being launched for intercept.

Clarification of the facts is continuing and, upon receipt of information, I will report further.

PODOL'SKIJ.

[TFR 190-4]

TO THE MILITARY MINISTER OF THE USSR
Marshal of the Soviet Union Comrade VASILEVSKIJ A.M.

ACTING COMMANDER-IN-CHIEF OF DV [Far East] TROOPS
Lieutenant General Comrade LOMOV N.A.

Map 1,000,000 - year 1943
VNOS grid - year 1950

I am reporting:

1. On 7 Oct 1952 the VNOS service of the 12th PRVO, at 1431 hours, detected an unidentified aircraft 20 kilometers southeast of Nemuro on a course to the north; at 1433 hours [the aircraft] deployed on a course to the east; and at 1434 hours [the aircraft] was located 2 kilometers off Sisha Island. After this it deployed on a course to the northwest and departed for the island Hokkaido, where at 1502 hours [the aircraft] moved out of the zone of observation. At 1508 hours the target was detected again 50 kilometers

west of Nemuro on a course to the northeast. At 1514 hours [the aircraft] was located 20 kilometers southwest of Cape Veslovskij; at 1521 hours, 7 kilometers west of Anuchina Island on a course to the east. At 1530 hours the target left the zone of observation 5 kilometers south of Anuchina Island. At 1533 hours, as a result of air combat between the "B-29" and our fighters, which were patrolling in that area - (two LA-IIs) piloted by fighters Senior Lieutenant ZHERYAKOV and Senior Lieutenant LESNOV - the "B-29" aircraft started to burn and, breaking apart, crashed into the sea 1.5 kilometers southwest of Demina Island (latitude 43 degrees 24.3 minutes North, longitude 146 degrees 08.5 minutes East). Two powerful explosions were noted upon [the aircraft's] impact with the water. The pilots detected the aircraft at 1515 hours.

Frontier posts No. 2 (Anuchina Island) and No. 3 (Yuri Island) of the 114th Border Detachment, and also VNOS post No. 360 (Zelenyj Island) of the 7th VMF, fixed on the combat with our fighters and the aircraft's crash. Cutters of the Sakhalin Border Okrug went out from Shirokaya Bay to the aircraft crash site. Upon examination of the aircraft crash site, they discovered: a headless body in a black flight suit with a parachute; documents in the name of (RANK) (NAME), service number 2073-A (the number needs to be confirmed); a shred of an unidentified document with the signature (NAME) - Captain, intelligence officer, US armed forces; two coins - 5 and 10 cents; a map of the Japanese Islands; pages from a book in English; a rubber boat; 10 small duralumin air canisters; a small quantity of wooden [1 missing] pieces.

[TFR 190-5]

2. According to the report of the chief of post No. 2 (Anuchina Island), Captain KUCHERUK, all the personnel of the post observed the air combat between our fighters and the "B-29", [which occurred] at an altitude of 5000 meters. The "B-29" was the first to open fire.

The information received from the post chief concerning who first opened fire needs to be clarified.

3. 8 Oct 52, at 1250 hours, the acting chief of staff of the 12th PRVO, Colonel ANTONOV, was sent to Kunashir Island for a clarification of the situation.

4. The first report coming from the Okrug GP VNOS line on the downed "B-29" aircraft was transmitted to the GP VNOS of the commander in chief of the Far East Troops at 1710 hours on 7 Oct 52. After a check of the accuracy of the VNOS line report and a check of the information from the headquarters of the border troops of the Sakhalin Border Okrug, a preliminary report was presented to the Commander in Chief of DV Troops on 7 Oct 52 at 2055 hours. The second report to the Commander in Chief of DV Troops was presented 7 Oct 52 at 2250 hours, upon receipt of a report from the commander of the 15th IAD. Upon receipt of additional information and information from the examination of the aircraft crash site, on 8 Oct 52 at 1220 hours the Commander in Chief of DV Troops was presented a third report.

Upon receipt of all the details on the downed "B-29" aircraft, I will report a summary report.

ZHDANOV

[TFR 190-6]

TO THE CHIEF OF THE GENERAL STAFF OF THE SOVIET ARMY

Map 100,000 - 1942

I am reporting: from the oral report of the Chief of Staff of the 5th VMF, today, 6 Nov 51, at 1013 hours (local time), near Cape Ostrovnoj, over our territorial waters, an American aircraft type "Neptune" was shot down by fighters of the 5th VMF.

The circumstances: in the area of Cape Ostrovnoj, over our territorial waters, there were three aircraft of the 5th VMF ("Boston" and two LA-II). The American aircraft was at an altitude of 500 meters between

the shore and our "Boston" aircraft. Upon approach of the "LA-II", the American aircraft opened fire, after which it was attacked by our fighters. The aircraft type "Neptune" was shot down. The SNIS post of the 5th VMF observed the aircraft burning in the air and the crash.

PURKAEV

[TFR 190-7]

TO THE USSR NAVAL MINISTER
VICE ADMIRAL Comrade KUZNETSOV

Copies: Commander in Chief, DV Troops
MARSHAL Comrade MALINOVSKIJ
PRIMVO COMMANDER, COLONEL GENERAL Comrade BIRYUZOV

I am reporting:

During the month of October, US aircraft intensively continued reconnaissance of our coastline and communications. The naval RTS stations in the area of Mys Povorotnyy, Vladimir Bay, alone detected 556 overflights of US aircraft at a distance of 30 to 50 kilometers from the shore.

On 6 Nov 51, at 0930 hours, an "A-20-Zh" aircraft was sent out with the goal of examining the area and searching for PLs in that sector of the coast within the State borders. [The "A-20-Zh" aircraft], (the crew commander was Senior Lieutenant DYATLOV Grigorij Ivanovich, navigator was Senior Lieutenant NOVSKIJ Rafaehl' Fedorovich, radio operator was Sergeant LEGCHILO Leonid Vasil'evich, observer was Sergeant KRASNOUSOV Ivan Petrovich). The cover was provided by the two "LA-II" fighters (lead was Senior Lieutenant DUKASHEV Ivan Yakovlevich, wingman was Senior Lieutenant SHCHUKIN Moisej Kuz'mich).

At 1010 hours, 6 Nov 51, while being situated at point latitude 42 degrees 45 minutes, longitude 134 degrees 05 minutes, while following a true course of 48 degrees, altitude 1800 meters, he detected to his left, at a distance of up to 8 kms (between him and the coast), an aircraft traveling on a course of 230-240 degrees at an altitude of 500 meters. The reconnaissance crew commander gave instructions to the fighters to check out the aircraft which was detected flying in our territorial waters 12 kms from shore.

At 1015 hours, the commander of the "LA-II" pair went to the left of the violator at a distance of 500-600 meters and determined that it was type "Neptune". The American aircraft opened fire from its upper turret. The crews of all the aircraft observed the tracers. The lead, LUKASHEV, having gone up to a distance of 50-25 meters above and to the left [of the violator], set fire to the left motor and fuel tank in the fuselage with a long burst. After the leader's attack, the wingman, SHCHUKIN, attacked from above and to the right. After the first two attacks, the pair conducted another attack simultaneously from above and from both sides.

[TFR 190-7a]

At 1018 hours, the burning aircraft crashed into the water at the point latitude 42 degrees 41 minutes, longitude 133 degrees 52 minutes. The aircraft had American markings. All the crewmembers observed the crash and explosion. The burning fuel at the crash site was photographed. At that time, the explosion was observed by SNiS posts at Cape Olarovskij and Cape Ostrovnoj. Three torpedo cutters examined the area of the aircraft crash site from 1345-1600 hours: they found nothing.

From MRO data, the "Neptune" aircraft belonging to the Sixth Bomber Patrol AEh, tail number for radio communications No. 5, took off for reconnaissance at 0626 hours, 6 Nov 51, from Atsugi airfield. From the base at Atsugi, they began trying to contact aircraft No. 5 around 1520 hours.

Conclusions:

1. The American aircraft "Neptune" violated the sea border of the USSR in the area of Cape Olarovskij and used weapons against our aircraft.

2. The actions of the fighters are correct and conform to the order of the VMM USSR No. 00110-1950.

All crew personnel were personally questioned by Admiral Basistyj and by me.

COMMANDER OF THE 5TH VMF PANTELEEV

[TFR 190-8]

TO THE ACTING CHIEF OF RECONNAISSANCE OF VMS
Captain Comrade SHASHENKOV

I am reporting additional and generalized data on the aircraft type RB-47. According to an intercepted radiogram addressed to the commanders of the 10th Rescue Air Group and the 5010th Wing of airfield service, on 18 April, an aircraft type RB-47 of the 4th Aviation Regiment of the 26th Reconnaissance Wing, flying on course Eielson - Unalakleet - Attu, disappeared without a trace in the area 100 miles east of Hokkaido - Unalakleet - Eielson.

The aircraft was last noted at 0810 hours on 18 April in the area 100 miles southwest of Attu, after which contact with it was lost. All bases on Aleutian Islands were asked about the aircraft; the answers were negative.

A search for the aircraft type RB-47 began 19 April. The commander of the joint search and rescue center (Elmendorf Airbase) ordered the commander of the 3rd search and rescue area (Elmendorf Airbase) to assign four SA-16s and one SC-54 for the search and "to not raise any unnecessary noise on this matter." The chief of the (NAME) search and rescue airbase was given an order to search using the forces of the 3rd Air Search Group. The mission of searching the area of the Aleutian Islands was given to the commander of the 4th Search and Rescue area (Adak). The area was order to conduct a watch on emergency frequencies and to plan a broad search with use of aircraft of the 3rd area.

The search was conducted with the following number of aircraft: 19 April, 4 SB-29s, 26-240 miles east of the Kuril Islands up to the 100th parallel, one "Neptune" in the area of Adak-Attu;

20 April, three "Neptunes" along the Aleutian Islands up to the area 120 miles east of Cape Lopatka, three "Neptunes" in the eastern portion of the Bering Sea, two "Neptunes" in the western portion of the Bering Sea, one RB-47 along the route of the missing aircraft. In addition, on 20 April one B-36 was detected on Attu at a flight altitude of 5000 meters and a course to the west-southwest, and one B-29 at a flight altitude of 3000 meters on a course southwest; it is possible that the aircraft were headed for the search area. On 21 April, five "Neptunes" in the central part of the Bering Sea. On 22 April, area of Adak. On 23 April, one "Neptune" was detected at 0838 hours at latitude 55 degrees 15 minutes, longitude 170 degrees 40 minutes East; at 0940 hours, one "Neptune" in the area of the central portion of the Bering Sea at latitude 53 degrees 25 minutes, longitude 172 degrees 10 minutes East.

In addition to the aircraft, the icebreaker "Berton Island" and the tug boat "Takelma" took part in the search.

[TFR 190-8a]

On 21 April, an unidentified authority ordered the commander of a flight of Neptunes conducting a search "not to fly over the Komandorskie [Islands]."

On 22 April, five "Neptunes" flew from Adak to Kodiak, presumably in connection with the end of the search.

Conclusion: from the analysis of the radiocommunications and the nature of the search, it can be presumed that the Americans do not know the place, reason, or time of the loss of the aircraft.

CHIEF OF RECONNAISSANCE, TOF
Captain RAZUMNYJ

[TFR 190-9]

PRIORITY

On 24 June, Dulles invited me [to his office] and declared the following:

The day before yesterday an American aircraft was attacked by Soviet fighters over the strait dividing the American Lawrence Island and Soviet Kamchatka. The aircraft was damaged and made a forced landing on Lawrence Island. There were wounded, who were sent to the hospital. The aircraft, according to Dulles' assertion, was flying exactly in the center of the strait, which has a width of 50 miles. This means that it allegedly did not violate the 12-mile zone which the Soviet Union observes as a border to its territorial waters, and which, by the way, the United States does not recognize. Dulles casually said that, of course, with the speeds of contemporary aircraft it is possible that there could be some deviation of the aircraft.

The incident which took place was kept secret from the press by the State Department; however, according to the message received from Dulles from Washington today, news is starting to be leaked to the press from the fliers who are in the hospital. It is not ruled out that corresponding reports have already appeared in today's papers.

President Eisenhower, said Dulles, hopes that the Soviet government will give appropriate attention to this incident, will thoroughly investigate it, and after the investigation will take measures towards compensation for the damaged aircraft and for the wounds inflicted on the American crewmembers.

I am fearful, said Dulles, of the bad impression that this incident can make on public opinion, especially in light of the upcoming conference in Geneva. Both sides must elect the correct form of action in order to block turning this incident into an object for heated debate between both sides.

I said that I am hearing about this incident for the first time from Dulles and, therefore, I cannot say anything as to its substance. I added that I express sympathy concerning this incident regardless of what comes to light in the future regarding the circumstances of the incident. I promised Dulles to immediately inform Moscow about this conversation with him and, upon receipt of an answer, to report to him what becomes known to me.

MOLOTOV

10/4/98 REDACTED IAW McCAIN BILL (b)(3)